

## AMERICA LEADS EVERY COUNTRY IN WATER SPORTS

(Continued From First Page.)

Heber, Bud Goodwin and Rich, of Boston. Outside of Daniels and Heber, no one on the team could hope to keep up with the foreigners. That year the American team finished third, being beaten by England and Australia.

The above mentioned seven American stars would also shine in the 100-metre contest. Fritzel, Heber and McMillan should be able to display excellent form by next summer, and should cop the bacon for America in this event. Only in the long distance races are German, Australian, English and Hungarian swimmers faster than Americans. This, no doubt, is due to the fact that long distance racing in America still is in its infancy.

**Plenty Fancy Swimmers.**  
In fancy diving and high diving we have such stars as Frank Bornmann, the present fancy diving champion, and George Gaidzik, who cannot be touched in this country from the high boards. In addition to Bornmann and Gaidzik, we will have to choose from Burton, Severns and Heyn, of Chicago, and McAlen and O'Connell, of New York, for the fancy twisting event.

In the breast stroke and back stroke events, America should win. A statement like this to a foreigner, no doubt, would be ridiculed, for never has this country been able to compete against the English, German and Hungarian stars and keep close enough to make the event interesting. Harry Heber, who uses the "inverted crawl" in the back stroke, now holds every world's record at every distance.

Compare his 100-yard record of 1:05.2-3, made with but three turns, with the record of Martin, of England, and you will notice how great a lead we have in this event. Martin's record for the 100, with three turns, is 1:13 flat, and stood as a world's record four years up to the time it was beaten by Heber. Heber is perhaps the only swimmer in the world who uses the crawl back stroke to advantage, and is able to hold it for the regulation distance.

**McDermott Fast.**  
Michael McDermott, of the Chicago Athletic Association, is the fastest breast stroke swimmer we have in this country, and holds the American records at 100 and 200 yards. McDermott, who is but a high school boy, will be able, certainly, by next summer to become as superior over the foreigners in the breast stroke as Heber is in the back stroke.

The present world's record for 200 yards on the breast is held by Baronyi, of Budapest. W. W. Robinson, of England, has a record of 2:41.3-5 for the distance, which is one-fifth faster than Baronyi's, but he had the advantage of seven turns, while Baronyi had but four. McDermott's records were made in a short tank (50 feet), which makes his time much slower in comparison with Robinson and Baronyi. P. Courtman, of England; Blinner, Seidel and Zachary, of Germany, and Toldy, of Budapest, are a few of the foreign breast stroke swimmers the American candidate will have to compete with.

### SOUTHERN LEAGUE

At Memphis: Memphis, 10; New Orleans, 4.  
At Chattanooga: Chattanooga, 4; Mobile, 5.  
At Atlanta: Atlanta, 1; Montgomery, 1 (called end ninth, darkness).

## Excursion to Buckroe Beach

ON

THURSDAY, AUGUST 3, 1911.

The Sunday Schools of Walnut Grove, Cool Spring and Shady Grove Churches

Train leaves Hanover 7 A. M.; Atlee, 7:20 A. M.; Ellersona, 7:25 A. M.; Richmond, Main Street, 8:15 A. M. Returning, leaves Buckroe 6:30 P. M. Round trip from Richmond, \$1.00; children, half price.

### Reo Motor Cars

With the three factors—Quality, Price and Service—taken care of, shouldn't we be able to get together? REO MOTOR SALES CO., State Agents, South Boston, - Virginia.

## FORD

Touring Car, \$700—Roadster, \$600.  
1627-29 W. BROAD ST.

## Elmore Two Cycle 4 Cylinders

THE CAR THAT HAS NO VALVES.  
Guaranteed Engine Service.  
Price, \$1,200 to \$2,500.  
Imperial Motor Car Co., Distributors  
1621 W. Broad St. Phone Mon. 1218

The buyer who knows the difference in automobiles will own a

## Elmore Jones Motor Car Co.

Allen Ave. and Broad Streets.

### Investigate This One. Waverley Electric Interchangeable.

One car. Two Tops. Ready for all uses. Coupe top, \$2,150. Victoria, \$1,950. Combination, \$2,250.

### W. C. SMITH & CO.

211 North Fourth. 314 North Fifth.

## 16 OUNCES OF QUALITY IN EVERY POUND.

## The Virginian Motor Car

## HAL CHASE NOW HAS YOUNG RIVAL

(Continued From First Page.)

Good with the fans in his own position, and becomes a hit when he is sent to cover territory with which he was not familiar.

Hugh Duffey, with all his worries, is now spared the one that for a long time threatened to make him an old young man. In the spring Duffey took his band South with two first base recruits in the squad. They were the much-touted "Tex" Jones and the youngster Collins. When the season opened, Jones was set to duty at the first sack, but soon proved unequal to the task. Collins was then given the job. In the beginning he seemed to have the goods and many thought he was a sure comer. But he fell, too, by the wayside, and Zeider has taken his place, and evidently it will be a permanent berth.

Off the ball field, Zeider is a quiet fellow, living the straight and simple life and tabooring absolutely the stuff that worked the ruin of Bugs Raymond and Rube Waddell. Once in his uniform, however, he is vim personified. "Pep" would be a better nickname for him than "Rollie."

### In Motordom

The Gordon Motor Company received the latter part of this week the first shipment of 1912 Chalmers cars, consisting of one "30" touring car and one "30" Torpedo. These machines have been delivered to Geo. A. Gibson and E. W. Irschler, they having placed their orders some six weeks ago.

Regarding the 1912 Chalmers line, Mr. Edgar, manager of the Gordon Motor Company, is responsible for the statement that the Chalmers line will be more popular this year than ever with a wide range of fourteen body types built on three chassis, at a price of from \$1,000 to \$2,000, the Chalmers line is one of the most complete on the market.

Indications are that this year more than ever before Chalmers cars are going to be exceedingly difficult to get. The Gordon Motor Company has already received almost a score of orders for delivery as soon as possible, and the factory reports that the receipt of specifications in their office is far in excess of anything they have ever before known. The Los Angeles dealer sent in orders in one day for seventy-five cars. The New York representative has ordered as many as fifty cars on each of several days.

The new Chalmers "36," as all previous models, seems to enjoy the consequence of the motor-buying public, inasmuch as it is getting its share of the business. Mr. Edgar says that this car has created more public comment in Richmond than any model they have ever advertised.

Shannon G. Lees, of the Jones Motor Company, left Friday night for Detroit from which point he will make a trip in a Cadillac car to Denver and return.

This will be decidedly a six-cylinder year, if the extent of early season buying is to be taken as an indication. The Peerless Motor Car Company has been obliged to place several departments of its factory in Cleveland, O., on a twenty-four-hour schedule, to meet the demands for its new 48-horsepower, six-cylinder model, on which deliveries are now being made.

The advantage of the six-cylinder motor for town use, given to it by its flexibility, becomes more and more apparent as congestion in city streets increases, and its steady work in hard going and on hills has brought it into favor with tourists.

The Peerless Motor Car Company has been making a large six-cylinder car for a number of years, and for 1912 has introduced two smaller models, the one mentioned and another rated at 38-horsepower, which will be ready for delivery in August.

All are furnished in touring car, torpedo and enclosed styles. For the two larger models, there is also a phaeton style body. The "38-six" chassis is well adapted for use with a new radiator body has been designed for it. All Peerless bodies for 1912 have fore-doors. The simple lines lend themselves admirably to the painting effects.

The Peerless Motor Car Company will exhibit at various automobile shows during the year and it is expected that the new line of six-cylinder cars and the new fore-door bodies will attract more than the usual amount of attention. The Richmond Motor Company, Cole distributors for Southern Virginia, are the local agents for the Peerless cars.

Detroit, where 60 per cent. of the automobiles of the United States are built, is, of course, the Mecca toward which the thoughts of most car owners turn when they contemplate a long tour through the country. During the summer months automobilists from all over the United States continually drop in to see the place where their machine came from. This is particularly true of the Hudson Motor Car Company's plant, at which for months past no day has passed without the appearance of many tourists.

One of the latest arrivals was J. S. Arnold, of Jacksonville, Fla., who left home on June 15 in a Hudson "33" pony tonneau, which he had acquired only twenty-four hours before his start. He came up the Atlantic coast to New York and thence west, taking a month for the 2,400 miles. He reports that his sole expense for the machine, aside from oil and gasoline, was 50 cents. He says that the Hudson goes with so few delays that he fears that it will get him home in another month, six weeks earlier than he had planned.

A Cole 36-stock car has won two of the most sought-after road records on the Pacific Coast, and now holds every one of the important road records in the California country except the one from Los Angeles to San Francisco. The Cole will soon go after this record.

By sending a Cole over the 318 miles between Los Angeles to San Diego, W. H. Carlson, of the Grundy Motor Sales Company, Cole distributors for Southern California, a record for time of eight hours and thirty-six seconds was made, cutting down the record held by the Cadillac, fourteen minutes.

To care for the increased business brought about by the production of a number of new devices, the Remy Electric Company, of Anderson, Ind., has recently finished at its manufacturing plant a building measuring sixty feet by ninety feet, and containing the total floor space devoted to manufacturing purposes to approximately 150,000 square feet. The new building is of brick, designed to secure

the maximum amount of daylight, and is fitted with the most modern machinery. The new combined ignition and lighting device, recently perfected by the Remy Company, has occasioned such a large demand upon the Remy manufacturing plant that this additional factory space was needed.

Goodrich Company, of Akron, O., is publishing, add the final touch to its most interesting public service enterprise of marking roads. Not content with the enormous task of putting up its extensive system of markers, this company is now endeavoring to make these the most widely known, and

most readily followed routes in the country.

Upon the completion of the first five routes by the road marking crews, a series of route books has been published which cover the route from Cleveland, O., to New York City, via Buffalo and Albany; also routes from

New York and Philadelphia to Atlantic City and Lakewood, N. J.

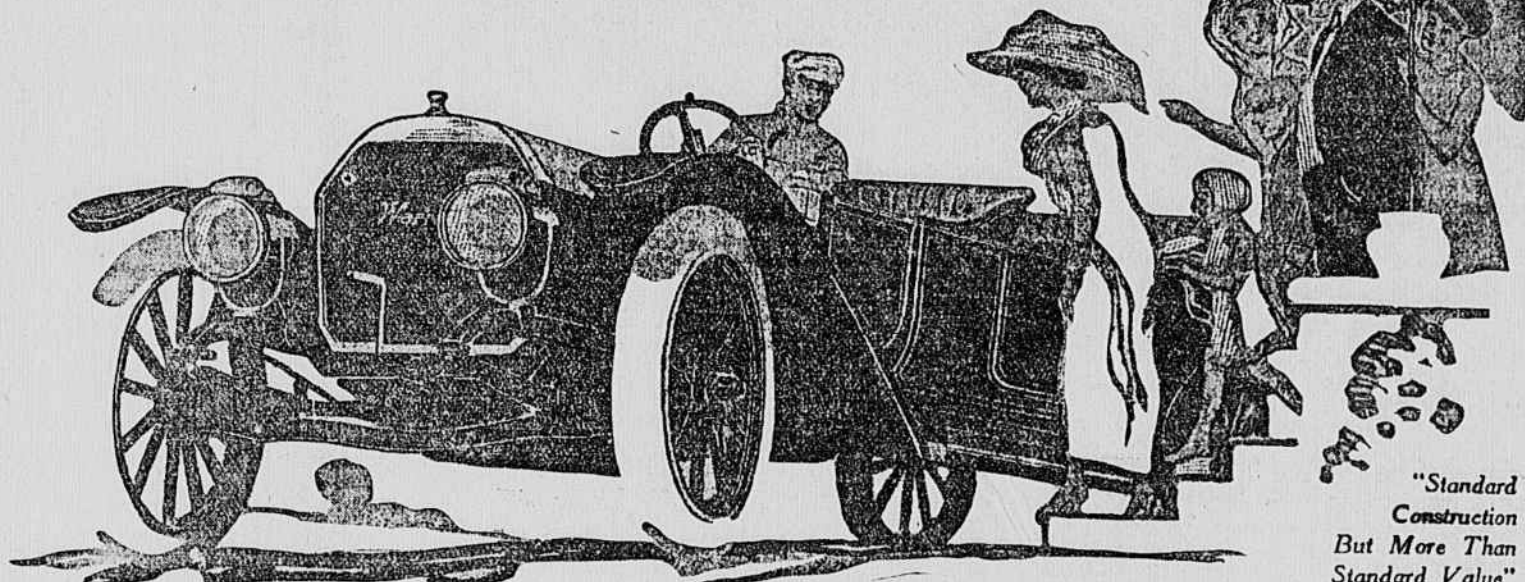
The manner of getting up these books has been most interesting. In order that the information might be had at first hand, a card was made out for each one of the hundreds of markers, at the time it was erected. These

cards, which were filed away, contained accurate descriptions of the roads and all the information necessary to a tourist. Bad curves, railroad crossings and bridges were noted on them. A complete record was kept on all gasoline stations, repair garages, first-class hotels and towns where Goodrich tires were sold.

# Warren 1912

Now Ready to Make Deliveries

The Warren Has "Made Good" wherever it has been sold—and it will continue to make good because every Warren has back of it a service—a factory service and a dealer service that is unique in Automobile history.



"Standard Construction But More Than Standard Value"

## A Champion Car

### Favorite in "Auto Capital"

Ask the people of Detroit—where sixty per cent. of the world's automobiles are made—what they think of the Warren, and they will point to the large number of Warren cars on Detroit streets and tell you that for the season of 1911 Detroiters gave the Warren preference. They will tell you that the Company is ultra-conservative. That it has never failed to meet a promise; that it never made a promise it didn't know in advance it could keep. That it has never hesitated to spend money on improvement—has been quick and eager to take advantage of every practical advance in automobile engineering, but always adhering to the proven, the tried-out, the practical.

They will tell you that this policy of refinement and improvement has brought their cars a reputation for

durability, reliability, simplicity and economy. They will tell you that the factory is managed by practical automobile men, who know the automobile business thoroughly.

### Warren Owners Boost

Ask any Warren owner what he thinks of his car. He will tell you that it has made good—that it is capable of duplicating any record made by any Warren on track or speedway. Keep in mind the fact that the Warren has always made good—and you will appreciate why this 1912 announcement without adjectives or flourishes of any kind is of vital interest to everyone contemplating the purchase of an automobile.

The Warren Company has always dealt in facts—it has never been boastful—never claimed the earth—has always and everywhere fulfilled its promises.

### Finer Finish—Full Equipment

Warren models for 1912 have the staunchness, stability, quality, reliability, power and speed that distinguished Warren cars the past season, but added to these features is mechanical and detail refinement wherever possible. The 1912 motors are even more flexible, more eagerly responsive, more sleek. All the valves are enclosed within an aluminum case, keeping the oil in and shutting out the dust, dirt and sand, contributing to durability. The springs in the 1912 cars are more flexible, more resilient—easier riding, because they are longer and wider, and each leaf thinner and of especially tempered spring steel, giving more strength with flexibility. The fine thing about the Warren proposition is that all cars come completely equipped.

## THREE GREAT WARREN MODELS FOR 1912

All Completely Equipped—Immediate Deliveries

### Warren "12-40"

Fore-Door Touring Car  
With Warren Silk Mohair Top, Top Cover, and Automatic Windshield.  
\$1700 F. O. B. Detroit.

Detachable fore-doors and ventilator. Muffler cut-out. 34x34-inch tires, demountable rims, tire irons for one extra tire. Searchlight gas tank with enameled steel shell, three oil lamps and two gas head-lights, black enameled. Coat and robe rail and foot rest. Two complete and distinct sets of ignition—Bosch magneto, high tension distributor, and eight separate spark plugs.

**Brief Specifications:**  
116-inch wheel base. 34x34-inch tires. Demountable rims.  
Motor 4 1/2 x 4 1/2-inch bore and stroke. Three-bearing crank shaft and integral three-bearing cam shaft. All valves enclosed with removable aluminum hand plate; valves can be removed in a few minutes for grinding, etc. Crank case, oil pan, valve covers, water jacket, fan bracket, all aluminum, making for light weight.

**Transmission:**—One of the finest ever put into an automobile; chrome vanadium steel gears carried in one-piece aluminum case; cam shaft and counter-shaft on roller bearings—bearings as large as those used in 50-H. P. cars—and in every detail this transmission is exactly the same quality as those used on cars costing from \$3,500 up.

Clutch of well known Warren cone type with extremely wide face and adjustable slip springs.

Front axle drop forged T Beam, equipped with Timken roller bearings. Rear axle full-floating type; one-piece pressed steel housing; differential removable by simply removing cap and shafts. 14-inch brake drums and torque rod of unusual strength. Two large Spicer joints on propeller shaft.

Double drop pressed steel frame providing 10 1/2-inch road clearance and giving stylish low-hung appearance. Cooling is by the highest grade cellular type radiator, centrifugal pump and six-blade sixteen-inch fan. Heating trouble is unknown on Warren cars.

**Warren "12-35"**  
With Warren Silk Mohair Top, Top Cover, and Automatic Windshield.  
\$1500 F. O. B. Detroit.

Detachable fore-doors and ventilator. Muffler cut-out. 34x34-inch tires. Universal Quick Detachable Rims. Searchlight gas tank. 3 oil lamps and 2 gas head-lights, enameled; enameled horn. Coat and robe rail and foot rest. Also includes two complete and distinct sets of ignition—Bosch magneto, high tension distributor, and eight separate spark plugs. Complete set of tools.

**Five-passenger Touring Car**  
Fore-Door Roadster.  
116-inch wheel base. 34x34-inch

tires. Universal quick detachable rims. Motor 4 1/2 x 4 1/2-inch—all valves enclosed—removable in a few minutes for grinding, etc.; oil-retaining and dust-proof. Crank case, oil pan, valve covers, water jacket, fan bracket—all aluminum, making for light weight.

**Transmission:**—Nickel Vanadium steel gears and shafts mounted on roller bearings carried in aluminum case. Clutch of our well known cone type, with extremely wide face and adjustable slip springs.

**Front Axle:**—Drop forged; extra large, same as used on high-grade 50-H. P. cars.

**Rear Axle:**—Semi-floating type, pickled steel shafts 1 1/2-inch diameter; 14-inch brake drums.

**Frame:** pressed steel with sub-frame for motor.

**Warren "12-30"**  
Four Styles of Bodies All on One Chassis.  
This is the famous car upon which the Warren reputation was built, re-

fined, improved. Fore-doors added to all models. Note—The new prices include full equipment.

Warren "12-30"-D Round Tank Roadster, with fore-doors, top and windshield... \$1125

Warren "12-30"-B Semi-Tonneau with detachable fore-doors, silk mohair top and windshield... \$1250

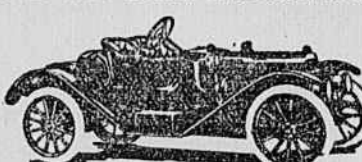
Warren "12-30"-C Five-Passenger Touring Car with detachable fore-doors, including silk mohair top and windshield... \$1250

Warren "12-30"-F Torpedo Type, including silk mohair top and windshield... \$1300

All prices f. o. b. Detroit.

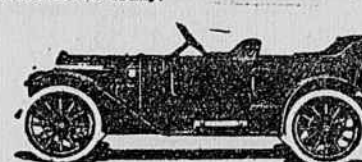
Prices include Bosch high tension magneto, high grade coil, 8 separate spark plugs, 34 x 3 1/4-inch tires; Universal Q. D. Rims, 3 oil lamps, 2 gas lamps, horn, tools, jack, and generator.

Touring Car and Torpedo type are equipped with coat and robe rail. "12-30"-F is equipped with Searchlight gas tank instead of generator. Wheel base, 110 inches. Motor, 4 x 4 1/2 bore and stroke. Cylinders cast in bloc.



Warren "12-35" Fore-Door Roadster  
With Warren Special Silk Mohair Runabout Top, Top Cover and Automatic Windshield.

\$1415



Warren "12-35" Fore-Door Touring Car  
With Warren Silk Mohair Top, Top Cover and Automatic Windshield.

\$1500



Warren "12-40" Fore-Door Touring Car  
With Warren Silk Mohair Top, Top Cover and Automatic Windshield.

\$1700

## Warren Motor Car Company, Detroit, Mich.

### A WORD TO DEALERS

There is always room for high-class dealers in the Warren organization. Get in touch with us at once, it will pay you. Pay you because the people want Warren cars—pay you because Warren cars always make good and are extraordinary value for the money. Write or wire us at once in reference to territory.